

The KITCHEN CABINET



HEY do me wrong who say I come no more when once I knock and fall to find you in. For every day I stand outside your door. And bid you wake to rise, to fight and win.

Generalities.

If one wishes to loosen a screw that is difficult to turn, heat a poker red hot and apply on the head of the screw for a moment, then while hot apply the screwdriver.

Boot or shoe laces will not come untied if waxed slightly. If the tag has come off the end, wax it well and it may be used much easier.

Ribbon laces will stay tied better if slightly wet just at the knot.

Use newspapers to polish the kitchen range and windows after they have been well washed and dried.

When planning for a boiled dinner reserve the liquor in which ham has been boiled to cook the vegetables in.

With a small piece of pork and well cooked vegetables you may have a boiled dinner easily prepared.

Save old lace curtains to make bags to keep lettuce in after it is washed. It may be laid in the icebox and is always ready to serve.

September is the month to buy and plant your hyacinths for winter blooming. To grow long stemmed flowers make a paper cone with a small opening in the top and place over the plant when beginning to send up its flower stalk. The blossom will shoot up a long stem in order to reach the light, and when the flower is developed it will be well above the foliage.

Put a pane of window glass over your cook book when using it. It serves two purposes, keeping the pages clean and as a weight to hold the book open.

Baked Mackerel.

Either fresh or salt may be used, if the latter, soak 24 hours skin side up, changing the water often. Bake for 25 minutes with a cupful of thick cream poured over it, the last half of the baking.

"Don't scorn your mutton when you hanker after quail."—De Wolf Hopper.

At sixty-two life has begun
At seventy-three begins once more;
Fly swifter as you're near the sun,
And brighter shine at eighty-four.
At ninety-five, 'shoo' 'at thou arrive
Still wait on God, 'at work and thrive.
—Oliver Wendell Holmes.



LIFE spent in brushing clothes and sweeping floors is a life which the proud of earth would have treated as the dust under their feet; a life spent at a clerk's desk; a life spent in a narrow shop; a life so ennobled by God's loving mercy that for the sake of it a king might gladly yield his crown."—Canon Farrar.

Some Uses of Soda.

Soda is such a common article in the household it is well to recall its many uses. It is a well tried remedy for a sour stomach. Use a quarter of a teaspoonful in three table-spoonfuls of water.

To make home-made soda-water put a little vinegar (half a teaspoonful) in a glass; add a teaspoonful of sugar, a quarter of a teaspoonful of soda, stir well, add a half glass of water and you have a fair imitation of soda fountain soda-water.

For ridding cooking utensils of strong flavors, such as onion, cabbage or fish, fill the dish with cold water, add a teaspoonful of soda and bring to the boiling point, then wash in the usual way.

To clean the inside of vases in which flowers have stood, fill with water to which add soda and let stand over night, then rinse and wash thoroughly.

Add a little soda to water in the tea and coffee pots, boil and wash. This sweetens them better than other ways. Then set in the sun to air.

Silver may be easily brightened by adding a tablespoonful of soda to a pint of water. Put in the silver and boil for a few minutes. The pieces will come out clean and bright. Polish with a chamois skin before putting away.

Washing soda dissolved in cold water will remove grease from floor.

Add a little soda to greasy dishes when soaking. Pour a hot solution of soda and water down the kitchen sink once or twice to free the pipes of grease. Soda in cooking is too well known to need repeating, but as a household staple its value is great.

Nellie Maxwell.

One for Pa.

Ostend—Pa, didn't you say gossip was a poor thing at all times?

Pa—I did, my son.

Ostend—Well, I should think it would be right the opposite.

Pa—And why?

Ostend—Well, don't they say gossip gains currency?

Disgusted.

Peter and John (seeing a large plate-glass pane put in)—"We may as well go home. They are not going to let it fall."—Flegende Blaetter.



LET us reflect for a moment that we give at least one-fifth of our working hours in the consideration of the daily food supply—that every action, every breath depends upon the nutriment we derive from food, that the greatest scientists give time and skill to the solution of those questions of domestic economy which so perplex thoughtful housekeepers in every rank of life.

Household Hints.

Try using the dry doughnuts or pieces of cake, after soaking over night, in the Boston brown bread. You will be surprised and gratified that it is so good and the left-overs not thrown away.

A popular way of serving codfish with white sauce in the west, is to use sour cream in making the sauce instead of sweet milk or cream. It is worth trying.

Use newspapers to pad the ironing board, they are as good as blankets.

Save eggshells by breaking enough shell at the end to remove the contents, and fill with different colored jellies. For an extra occasion they make a charming dish when several colors are used in a mound. They are nice to use in the children's lunch basket, leaving the jelly in the egg-shell.

Dainty Sandwiches for Occasions.

In cutting sandwiches use bread that is at least a day old, or it will be too soft. Here are a few fillings for sandwiches that may be new to many.

Cream the butter, spread the bread cut very thin, add chili sauce on a crisp lettuce leaf, between the slices.

Sardines shredded and seasoned with chili sauce, between slices of white buttered bread.

Yellow tomato preserved in lemon and ginger. These may be served as a cake.

Gingerbread spread with cream cheese and thin slices of preserved ginger.

Cream cheese, softened with cream, seasoned with salt, paprika, Worcestershire sauce and chopped nuts put between graham or rye bread slices.

Chop fine cold roast lamb, mix with mint sauce and use as a sandwich filling.

Russian sandwiches: Use finely chopped pickles (stuffed olives) stirred into cream cheese. Add mayonnaise dressing. Spread graham bread with butter and cover with the mixture.



HUS is a man created-to do all his work for some woman. Do it for her, and her only, only to lay it at her feet. Yet in his talk to pretend shyly and fiercely maintain it. That all is for love of the work—till just for the love of the toil. —The Spectator.

Household Hints.

To remove down from a duck or goose has been a great problem, and this hint will be acceptable to many. Roll the duck in powdered resin, dip for a moment in boiling water, when removed the resin hardens at once, forming a coating which is easily rubbed off, taking the down with it. Stuff a duck, tame or wild, with an onion or a bunch of celery which is to be removed before serving.

Apple sauce served with goose or pork adds the acid which is needed to assimilate the fatty food.

Keep new wrapping paper on the work table if it is not covered with zinc, as it may be removed when soiled and the table is saved a scrubbing. Vegetables may be prepared on the paper and the refuse gathered up and burned. In sifting flour for cakes two pieces of paper are a great convenience as they may be lifted with the flour and handled so easily.

Wrapping paper may be used for a bread or cake board, spread over a table, when it is well dusted with flour. This is a great help when camping and such conveniences are absent.

Keep a package of toilet paper in the kitchen to wipe out greasy pans and dishes and to save work in countless ways.

Cherry Soup.

Take one quart of cherries or one pint of canned and one quart of water. Cook and strain. Return to the fire, add sugar, whole cinnamon and cloves to taste. Thicken with two table-spoonfuls of corn starch stirred smooth in cold water, cook until the raw taste of the starch is removed. Serve hot or cold.

Nellie Maxwell.

Fate Much as One Makes It.

Don't saddle your laziness and failure on fate. She is the kindest of goddesses and allows herself to be wooed by anyone. You can claim her for your own and make her what you will. You can cherish her, dress her in the finest raiment and most gorgeous colors, you can twine the laurel wreaths around her brow, or you can drag her down to the mire of misery.

Most Foolish of All Pride.

The pride of dying rich raises the loudest laugh in hell.—Poe.

THE ONLOOKER

WILBUR D. NESBIT

THE VACATIONIST



Off to get a rest

From the city's riot,
Rushing east and west
Seeking far for quiet;
Up at five a. m.,
Trudging on the highway
Where the dewdrops gem
Grass along each byway.

Back for breakfast, then
Out for golf all morning—
City made and men
Should observe the warning
In their weary nerves
And go where it's restful,
Build up all their curves,
Get of air a chestful.

Afternoon with books?
No, we'll go a-boating.
Drift to shady nooks?
Huh! Who cares for floating?
Bend upon the oars,
With your arms a-quiver—
See the flying shores
Of the placid river.

Loaf around at night?
Hardly. There is dancing:
Feet are gay and light,
Eyes are brightly glancing,
Dance till one or two,
Then an hour of chatter.
Feeling worn, are you?
Bless us, what's the matter?

Came out here for rest?
Gracious, you are silly!
Think your sleep is best
When the night is still?
Fuss and fume and fret—
Don't view things with sorrow.
Listen: don't forget
We must rush to-morrow!

Life is one mad rush,
Naught but humps and hustles,
Gabble, groan and gush,
Wearing out your muscles;
Bump and slide and run,
Soaked with perspiration—
Glad when you are done
With the old vacation.



How He Lost His Job.

"Mr. Nesbitt," said the new man, who had been engaged as a literary adviser in the publicity department of the railway, "it seems to me that when we designate a man as 'Traveling Passenger Agent,' we are tautological, at the least."

"We are what?" asked the superior, "tautological. What does a traveling passenger agent do?"

"He goes around and gets people to ride over our lines, of course."

"Yes. He gets passengers. Why call him a traveling passenger agent? Of a necessity, a passenger must be a traveling passenger."

"How's that?"

"I say a passenger must be a traveling one or he isn't any good to us—in fact, he cannot be a passenger at all. A passenger is someone who travels. The statement that we send out an agent to get traveling passengers is absurd on the face of it, and—"

"You may convert yourself into a traveling passenger to the street, with a stop-over at the cashier's office long enough to get what is due you to date," snorted the superior, whirling back to his desk.

Poetic Justice.

"No," remarks the editor, with a mocking smile. "I cannot use your verses. You will pardon me for saying that they utterly lack sense, rhythm, meter, idea, form, construction and everything else that should be in a poem."

With a proud though puffed heart the poet strode from the magazine office, took his verses to a popular song publisher, had them printed, and within six months, a millionaire, came back, bought the magazine and fired the editor.

A Mean Fling.

"Yes, suh!" says Col. Noah of Lexington. "I notice, suh, by the daily papuhs, that yo' rascally Yanks ah fightin' amongst yo'selves ovah who shall gobble the watch rights in the no'n an' west."

"That's all right," retorts the quick-tempered man from Omaha. "But I haven't heard of any one trying to get any water rights in Kentucky."

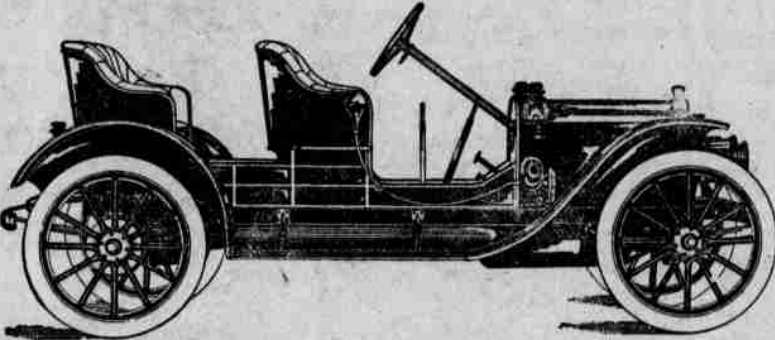
Needless Caution.

"Excuse me," says the beautiful lady to the unexpected caller. "I was not expecting any one to call this evening, and so I ate onions with my dinner."

"Don't let it worry you," begs the caller. "I had not planned to kiss you."

Nesbitt

"Divide with the buyer the saving we effect by our superior methods of manufacturing and distributing."—Studebaker Policy 55 years old.



Four Cylinders
20 Horse Power
100-inch Wheel Base
32-inch Wheels
All Metal Body
Seats Two or Four
Magneto Included—
Of Course

Studebaker-Flanders "20"—\$750

The Greatest Automobile Value the World Has Ever Seen

HERE'S THE ANNOUNCEMENT

for which the world of Automobilia has been waiting so anxiously—hoping or dreading according as the individual was a buyer or seller of motor cars.

WE HAD INTENDED KEEPING SILENT

about this car for a few weeks yet—until our makers had had their say—until they had all sprung their "sensations."

BUT THE MAGNITUDE OF OUR PREPARATIONS

—the purchase of several factories by Studebaker interests as represented by the E-M-F Company of Detroit set trade tongues a-wagging and information as to the car that was to be produced on such a tremendous scale began to leak out.

DEALERS ANXIOUS TO GET THE WINNING LINE

began to inquire as to the Studebaker plans for next year. They were insistent, for, very naturally, they did not want to be up with any other concern if Studebakers were to have the great line that had been reported. No man likes to enlist on the losing side. All like to march with the Victorious.

CUSTOMERS EVERYWHERE WROTE

in this vein: "If Studebakers are going to build a runabout I don't want to buy until I have seen it." Thousands of these writers have dealt with this old house for years—some of them never bought a vehicle anywhere else. To them the Studebaker name justly adds to the intrinsic value of any car.

IN VIEW OF THIS ANXIETY

on the part of our friends we decided it would be unjust to dealers and prospective buyers to longer withhold information as to this car, which will supplement those other two incomparable models, Studebaker-Garford "40" and Studebaker E-M-F "30."

SO THE CAT IS OUT

Read the specifications briefly given below. Consider the source of this car's origin. Then compare it with other "Sensations" recently announced—and see if you don't think they were false alarms.

STUDEBAKER-FLANDERS "20"

is the name of the new car, and the title was selected because it was believed that that alone would be the strongest guarantee of its quality to any one at all familiar with the history and the personnel of the automobile industry.

STUDEBAKERS STAND SPONSOR

for the product—the entire output will be marketed through this organization. That is your guarantee that the car will be of sterling quality throughout—Studebakers could not afford to lend their name and a reputation based on 55 years of upright dealing to any but an honest product.

FLANDERS WILL MANUFACTURE

this product. What could we say here that would add to his fame as a manufacturer? He has been the most wonderful record in this wonderful business. It has been a succession of triumphs—a repetition from year to year of feats in production that had heretofore been considered impossible—that other makers now call marvelous. E-M-F "30," which attained such an instantaneous success and now stands the most popular car on the market, was sufficient to establish Flanders for all time.

JAMES HEASLETT DESIGNED

the Studebaker-Flanders "20"—an engineer who up to the time he undertook this commission had never set his hand nor his talent to the designing of any but high priced cars. Several of the best known engineers from his brain. He designed the original Studebaker chassis—the one from which have evolved all later models. Heaslett doesn't know how to do cheap work—in the sense that the term is generally used. He simplifies and he knows how to design parts to manufacture to the best advantage—there he is unsurpassed by any.

25,000 S-F "20's" WILL BE BUILT IN 1910

We realize that these figures will be almost incredible to persons unfamiliar with the resources of Studebakers and the ability of Flanders. It is a simple statement of fact. That the old "ultra conservative" house of Studebakers and not some young and inexperienced concern stands back of the statement ought to give it a par value. We know it will.

THIS QUANTITY WAS NECESSARY

It would be impossible to produce a car of this size and quality at the price if made in smaller quantities. The tremendous "overhead" expense of equipment and distribution would, if added onto a lesser number of cars, make it necessary to add 25 to 50 per cent. to the price. We cannot build a much better car than others do for the money in lots of 3,000 to 5,000. But by distributing the overhead over 25,000 cars we have been able to set the price at \$750.

COMPARE THIS CAR WITH OTHERS

listed at \$100 to \$300 more. Add a magneto to those not so equipped—we believe no automobile is complete without a first class magneto—and you will find that, aside from the difference in price, there is no comparison in value. We didn't intend there should be.

THIS IS A FULL GROWN, MAN'S SIZE

magneto equipped, four cylinder car—not a four cylinder toy or a one-lung makeshift.

WE HAVE HAD IT IN MIND SEVERAL YEARS

under way several months—simply waited until plans could be matured for its proper manufacture and distribution. No concern would dare attempt a task so large as this until proper machinery not only for making but for marketing the product had been perfected and installed. That time has arrived.

THE DEMAND IS ALREADY THERE

this we know. It only remained to perfect an organization to properly take care of it and to extend to buyers that uniform courtesy and prompt attention that have made Studebakers famous—and prosperous. Did you ever notice that a Studebaker representative, wherever you find him, breathes the spirit of the whole organization—is a sort of beacon of safety to all

Studebaker patrons? Well, it's a fact. It's the way we stand back of them—treat them as we want their customers treated. They soon get the spirit.

THE BEST BRAINS IN THE INDUSTRY

are engaged in the production of the Studebaker-Flanders "20." Plants best suited to its manufacture have been purchased—for if we would avoid all chance of delays and disappointments to buyers we must depend on no outside concern to furnish the smallest part. Every part must be made in our own factories and under the watchful eye of Flanders.

TO MAKE THE LOW PRICE POSSIBLE

it was necessary also that there enter in no intermediate parts profit. No concern making an assembled car can hope to compete with this car in quality at the price. It was the purchase of several plants—among them the splendidly equipped De Luxe factory at Detroit, a forging plant, a body making plant, and others—that started the rumors and make it necessary to announce our plans a few weeks earlier than intended. It suits us all right—but—

OUT OF CONSIDERATION FOR COMPETITORS

we intended to keep silent yet a while. Dealers will not begin until January. Besides, we realized that the announcement of such a car at such a price, and by Studebakers, is likely to have the effect of an explosive bomb on the market at this time. We had no desire to precipitate anything, but our hand was forced.

"THIS CAR WILL BE THE SCREAM OF 1910"

said the first dealer who was let into the secret, and if dealers can't pick winners who can?

IT WILL BE A REPETITION OF E-M-F "30" HISTORY

the greatest sensation—the greatest success from every standpoint ever sprung in this industry up to date.

OF COURSE IT WILL BE DAMNED

by rivals. But damning doesn't hurt. No car ever was damned as was the E-M-F "30," now known as Studebaker E-M-F "30." They said we would never be able to make them at the price—we did. Then they said deliveries would be delayed—shipping 45 a day now—4,500 in hands of owners. Damning doesn't hurt, for they never damn dead ones.

STUDEBAKERS ARE THE WORLD'S LARGEST

makers of motor cars—many times over. Yet we cannot hope to supply the whole demand. And as cars sold under the Studebaker name are always first choice, persons who are unable to get them and must buy some other are naturally disappointed—and often sore.

THERE IS CERTAIN TO BE A SHORTAGE

of every Studebaker model in 1910. We know that now, but are powerless to avert it. Under the Studebaker name 41,600 cars, gasoline alone, will be made in 1910. That sounds big, but this is a big country and the name stands high over every mile of it.

ONLY 1,000 STUDEBAKER-GARFORDS

America's standard high priced car—have been planned for. Of the latest model, not yet publicly announced, nearly 200 are already under order. For several weeks we have been aware that there will be a big shortage of this model, but it is too late to change plans now. The only thing for you, if you want a car of that type—seven passenger, \$4,000, with standard body—is to get your order in now—have a definite delivery date set.

"DIVIDE WITH THE BUYER

the saving we effect by our superior method of manufacture and selling." That is the keynote to all Studebaker operations—the explanation of our policy of small profits per unit on quantities of cars. No other manufacturer is satisfied with so small a margin. Most of them do not know, within several dollars, what it costs to make an automobile—and they set a wide margin to cover.

YOU HAVE BEEN PAYING FOR WASTEFUL METHODS

ever since the inception of this young industry. We have corrected that. This is an industry now—not a game.

STUDEBAKERS, WITH ALL THEIR RESOURCES

financial and otherwise, would have hesitated to launch a project as big as Studebaker-Flanders "20" under the conditions which will within a few months have prevailed in the automobile industry—or rather Game. The basis on which the business has been conducted was foolish, fictitious and false. It was fair neither to maker nor buyer—most unfair to the dealer. He was always chasing rainbows. Trying up with one wild-cat concern after another, he never handled the same line two years in succession—never knew where, a year afterward, to find any one to stand back of the so-called "guarantee" he had given with the car.

HOW DIFFERENT NOW

when you can buy any type of car your needs dictate or your purse can afford and have behind it the warranty and the name of a concern like Studebakers—fifty-five years old. This latest creation—Studebaker-Flanders "20"—completes the line. Here are brief specifications. Read them carefully; then if you desire further information about this or any other Studebaker model write your nearest branch. Whatever you do, get your order in—or don't berate us because you can't get a car for next spring's use, when you will want it badly.

MOTOR—4 cylinder, cast in blue; valves all on one side, extra large 20 horse power at normal engine speed.

CARBURETOR—Floet feed, similar to the successful E-M-F "30" carburetor.

COOLING—Water; centrifugal pump, similar to E-M-F.

RADIATOR—Studebaker-Garford type; handsome and efficient.

MAGNETO—Standard equipment, not an extra. Splitdorf; similar to E-M-F, 450 use to-day and not a complaint.

TRANSMISSION—Selective sliding gear; compare with noisy, power consuming planetary gears on other cars of \$1,000 and less.

REAR AXLE—Drawn steel; transmission incorporated in same, similar to E-M-F; single universal joint, enclosed, oil and dust proof.

WHEEL BASE—100 inches—mark that.

WHEELS—Artillery type, 32 inch diameter; large wheels and long base guarantee easy riding over roughest roads or pavements. Compare with dinky cars that go bobbing over inequalities like lame jack rabbits.

FRAME—Pressed steel.

BODY—Pressed steel, made in two types; two passenger runabout, with large deck for trunk or packages; add two seats and have a nifty Suburban.

STUDEBAKER AUTOMOBILE CO.
SOUTH BEND, IND.

BRANCHES:
NEW YORK CITY
CHICAGO, ILL.
SAN FRANCISCO, CAL.
KANSAS CITY, MO.
BOSTON, MASS.
PHILADELPHIA, PA.
MINNEAPOLIS, MINN.
LOS ANGELES, CAL.
RICHMOND, VA.
SALT LAKE CITY
DENVER, COLO.
CLEVELAND, OHIO
DALLAS, TEX.
INDIANAPOLIS, IND.
SEATTLE, WASH.